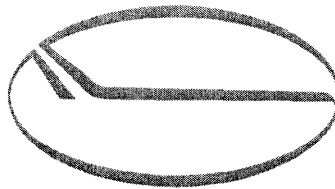


134631



Air Transport Association

DEPT. OF TRANSPORTATION

01 JUL 17 PM 2:59

FAA-01-9636-5

July 14, 2001

Dockets Management System
U.S. Department of Transportation Dockets
Room Plaza 401
400 Seventh Street SW
Washington, DC 20590-0001

Subject: Notice of Proposed Rulemaking, Docket No. FAA-2001-9636, re: **Airspeed Indicating System Requirements for Transport Category Airplanes**, 66 Fed. Reg., Vol. 94, May 15, 2001

Ladies/Gentlemen:

The FAA has proposed standards that would update current standards for the airspeed indicating systems of transport category airplanes. The proposal would add airspeed indication requirements for speeds greater than and less than the speed range for which airspeed indication accuracy requirements currently apply, a requirement that airspeed indications not cause the pilot undue difficulty between the initiation of rotation and the achievement of a steady climbing condition during takeoff, and a requirement to limit the effects of airspeed lag. The proposed amendment would harmonize these standards with those being proposed for the European Joint Aviation Requirements (JAR-25). The FAA concurrently proposed Advisory Circular (AC) 25-7A, which would provide guidance for complying with the revised standards.

Member airlines of the Air Transport Association provided the attached comments to the proposed amendment. The operators concur with the proposal as written.

We appreciate the opportunity to contribute comments to this proposed rulemaking and thank you for your consideration of these views.

Sincerely,

Joe White
Director, Aircraft Systems Engineering

Docket No. FAA-2001-9636

July 14, 2001

Pg. 2

Cc: Don Stimson, ANM-111, Seattle ACS, fax 425-227-1320
AEC

Attachment

/01Ae047

From: Barbara Taylor [via e-mail]
Sent: Friday, June 15, 2001 7:05 PM
To: White, Joe
Cc: Barbara Taylor; Gerry Burns; Janice Tedford; Jessica Russell; Lester Wagner; Lisa Gibbs; Mike Keller; Pat Hawley; Ray E Morgan; Rick Hardmeyer; Rick Yorman; Russell Schank; William Bartelt

Subject: NPRM Memo 2001-AE-047

June 15, 2001

ATTN: Joe White - jwhite@air-transport.org

SUBJECT: Airspeed Indicating System Airworthiness Standards- Proposed Rule

REF: NPRM Memo 2001-AE-047

The proposed change to FAR 25.1323. harmonizes that regulation with JAR 25.1353. The change clarifies certification performance requirements for airspeed indication systems. This action will have little or no affect on activities at American Airlines. This change is supported by proposed changes to AC 25-7A (Reference ATA Memo 2001-AE-052).

American Airlines believes the proposal is acceptable and we have no specific objections or comments on the proposal.

Regards,

Dennis Zvacek
(Acting)Director
Aircraft Engineering

cc R. Schank
R. Yorman
M. Keller
R. E. Morgan
B. Taylor
J. Russell
G. Burns
L. Gibbs
R. Hardmeyer
J. Tedford

B. Bartelt
L. Wagner
P. Hawley



Maintenance Operations

June 13, 2001

Air Transport Association of America
1301 Pennsylvania Ave., NW, Suite 1100
Washington, D.C. 20004-1707

Attention: Mr. Joe White
Director, Aircraft Systems Engineering

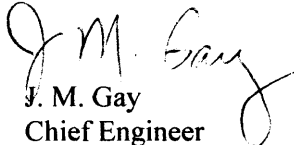
Subject: Airspeed Indicating System Requirements - Proposed Rule;
NPRM Docket No. FAA-2001-9636

Reference: ATA Memo 01-AE-047

Dear Mr. White,

The reference ATA Memo advised of and requested comments on the subject proposed rule that revises CFR 14 Part 25.1323 to standardize the Airspeed Installation requirements of this part with the tighter tolerances of JAR 25.1323. We concur with the contents of the proposed rule and have no additional comments.

Sincerely,


J. M. Gay
Chief Engineer

cc: Tim Shaver, United Airlines - INDEG